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Department of City Planning

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NOTICE THAT AN ENVIRONMENTAL IMPACT REPORT IS DETERMINED TO BE REQUIRED

Date of this Notice: October 17, 1986

Lead Agency: City and County of San Francisco, Department of City Planning
450 McAllister Street - 5th Floor, San Francisco, CA 94102

Agency Contact Person: Catherine Siegel Telephone: (415) 558-5261

Project Title: 85.111E, Super 8 Hotel and 85.114E, Clarion Hotel

Project Sponsor: Super 8 Motels and AIRCOA

5/S

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San Francisco, CA 94102

REFERENCE BOOK

Not to be taken from the Library

Philip Grotewohl and William Perrett

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son Street and 2555 Taylor Street

ot(s): Block 30/1 and Block 29/1, 2, 5a and 6

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(Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Deadline for Filing of an Appeal of this Determination to the City Planning Commission: October 27, 1986.

An appeal requires: 1) a letter specifying the grounds for the appeal, and;
2) a $50.00 filing fee.

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REF
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Barbara W. Sahm
BARBARA W. SAHM
Environmental Review Officer

RS:eh

City and County of San Francisco **Department of City Planning**

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Project Title: 85.111E, Super 8 Hotel and 85.114E, Clarion Hotel

Project Sponsor: Super 8 Motels and AIRCOA

Project Contact Person: Philip Grotewohl and William Perrett

Project Address: 2455 Mason Street and 2555 Taylor Street

Assessor's Block(s) and Lot(s): Block 30/1 and Block 29/1, 2, 5a and 6

City and County: San Francisco

Project Description: Super 8 Hotel: Construct a four-story, 40 feet high 194-room hotel building containing a 2,025 gross square feet (gsf) of restaurant space and 40 below-grade parking spaces. Demolish the existing vacant, 51,600 gsf warehouse building.

Clarion Hotel: Construct a four-story, 40 feet high, 374 room hotel building containing 9,450 gsf of restaurant, and bar space, 7,312 gsf of meeting rooms, 3,991 gsf of retail space and 120 below-grade valet parking spaces. Demolish all existing structures which are: an operating automobile service station, a 75 space surface public parking lot, and three vacant buildings containing 27,493, gsf of retail space.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

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Barbara W. Sahm
BARBARA W. SAHM
Environmental Review Officer

BWS:CRS:eh

(415) 558-4656 450 McAllister Street San Francisco, CA 94102

SUPER 8 HOTEL/CLARION HOTEL

INITIAL STUDY

85.111E/85.114E

October 17, 1986

INTRODUCTION

The following Initial Study discusses the potential impacts of two proposed projects in the Fisherman's Wharf area of San Francisco. The two projects are proposed for the same use (hotel) in similar locations (one block apart) and were proposed at the same time (April 1985). Due to the similarity of the proposed projects and public concern regarding the cumulative impacts of future development in the Fisherman's Wharf area and adjacent residential areas such as Russian and Telegraph Hills, the City has determined that a single environmental review process would be most appropriate. As such, the following Initial Study determines the scope of the future Environmental Impact Report on both the proposed Super 8 Hotel and the proposed Clarion Hotel.

I. PROJECT DESCRIPTION

1. SUPER 8 HOTEL

The proposed Super 8 Hotel would contain hotel and associated restaurant uses over basement level parking. The project is proposed to be constructed on Assessor's Block 030, Lot 1. The project site is located south of Fisherman's Wharf, fronting on Mason and Northpoint Streets (see Figure 1, page 2).

The 25,781.25 square foot project site contains a single vacant building which formerly served as a canned food storage facility for Del Monte. The building contains a total of 51,600 gsf of warehouse space. The existing building would be demolished and removed for the proposed new construction. The remainder of the project block is occupied by Cost Plus and small scale retail and restaurant uses.

The proposed project would contain a total of 119,192 gross square feet (gsf) of space in hotel uses, including 194 rooms and associated hallway, office and lobby space (94,223 gsf)

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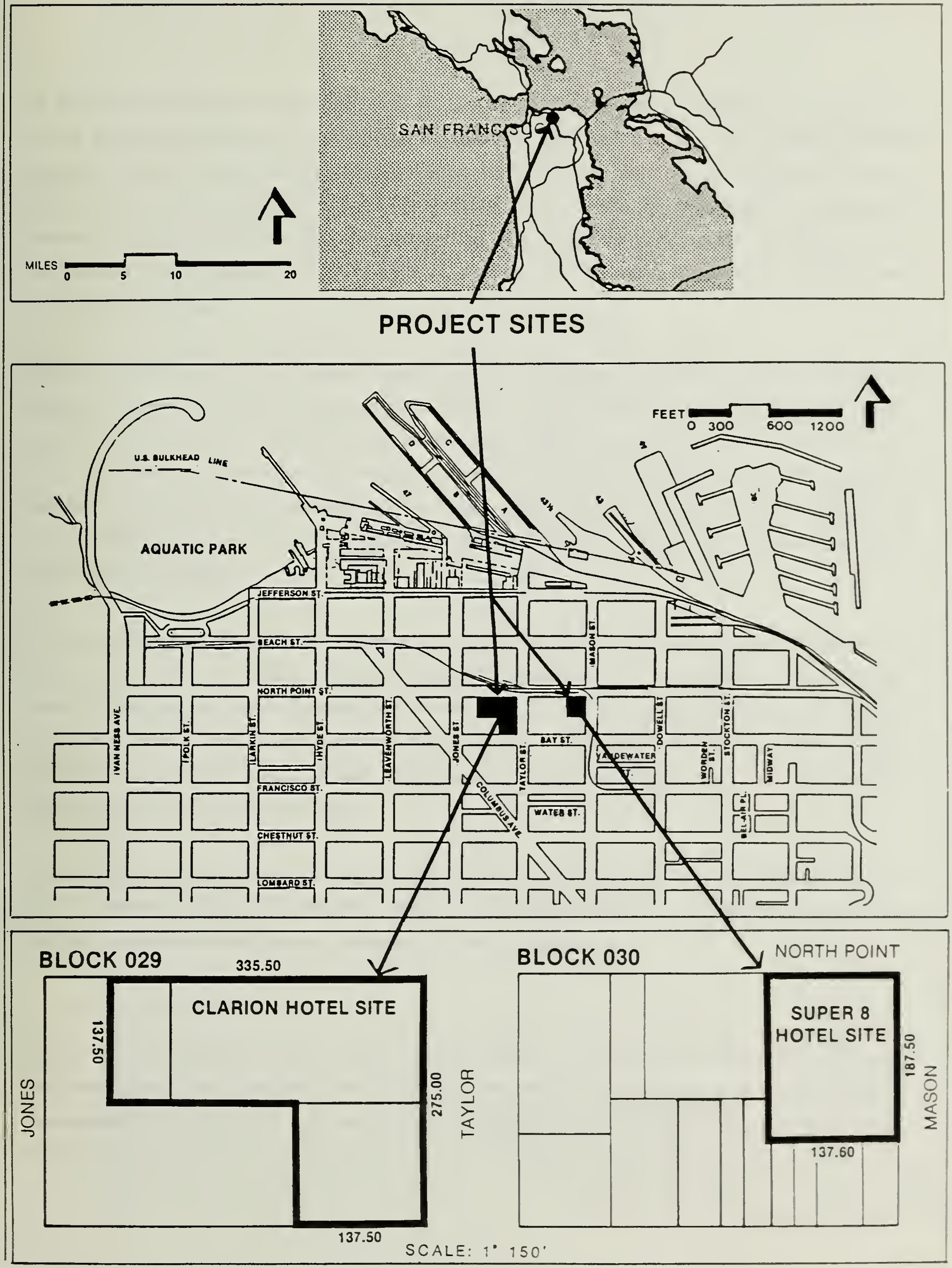
SITE LOCATION MAP

FIGURE 1

SOURCE: EIP ASSOCIATES



a 96-seat restaurant (2,025 gsf), and 40 below-grade self-park parking spaces accessed from Northpoint Street (17,813 gsf) (see Figures 2-3, pages 4-5). The building would contain 85,028 square feet in occupied floor area. There would be one off-street loading space accessed from Mason Street. The project site would be excavated to a depth of about 15 feet to construct foundations and to accommodate parking and mechanical uses below grade. The project would be built to a height of 40 feet and would have a floor area ratio (FAR) of 3.73:1.

The main entrance to the project would be from Northpoint Street. There would be a canopied pedestrian island constructed in front of the main entrance to create an off-street auto pick-up and drop-off area and taxi stand. Autos would enter the one-way drop-off area from the east side, and either exit onto Northpoint Street or proceed down the garage ramp. The sponsor intends to request permission from the City for designation of a loading zone for tour buses on the Northpoint Street side of the pedestrian island. (See Figure 3, page 5.)

Pedestrians would be able to enter the building at the main entrance or through the restaurant entrance on Mason Street. There would also be another entrance, primarily for handicapped access, near the elevators in the lobby. An emergency exit would be located on Mason Street at the southern end of the hotel. Pedestrian amenities would include street trees, sidewalk plantings and a sidewalk on Northpoint Street adjacent to the hotel, where no sidewalk currently exists.

Construction of the proposed project would take approximately twelve months; project cost is estimated to be $3,500,000. The project sponsor is Super 8 Lodges V Limited and the project architect is James Linebarger of San Francisco.

2. CLARION HOTEL

The proposed Clarion Hotel project would contain hotel and associated retail and restaurant uses over basement level parking. The project is proposed to be constructed on Assessor's Block 029, Lots 1, 2, 5a and 6. The project site is located south of Fisherman's Wharf, fronting on Taylor, Bay and Northpoint Streets (see Figure 1, page 2).

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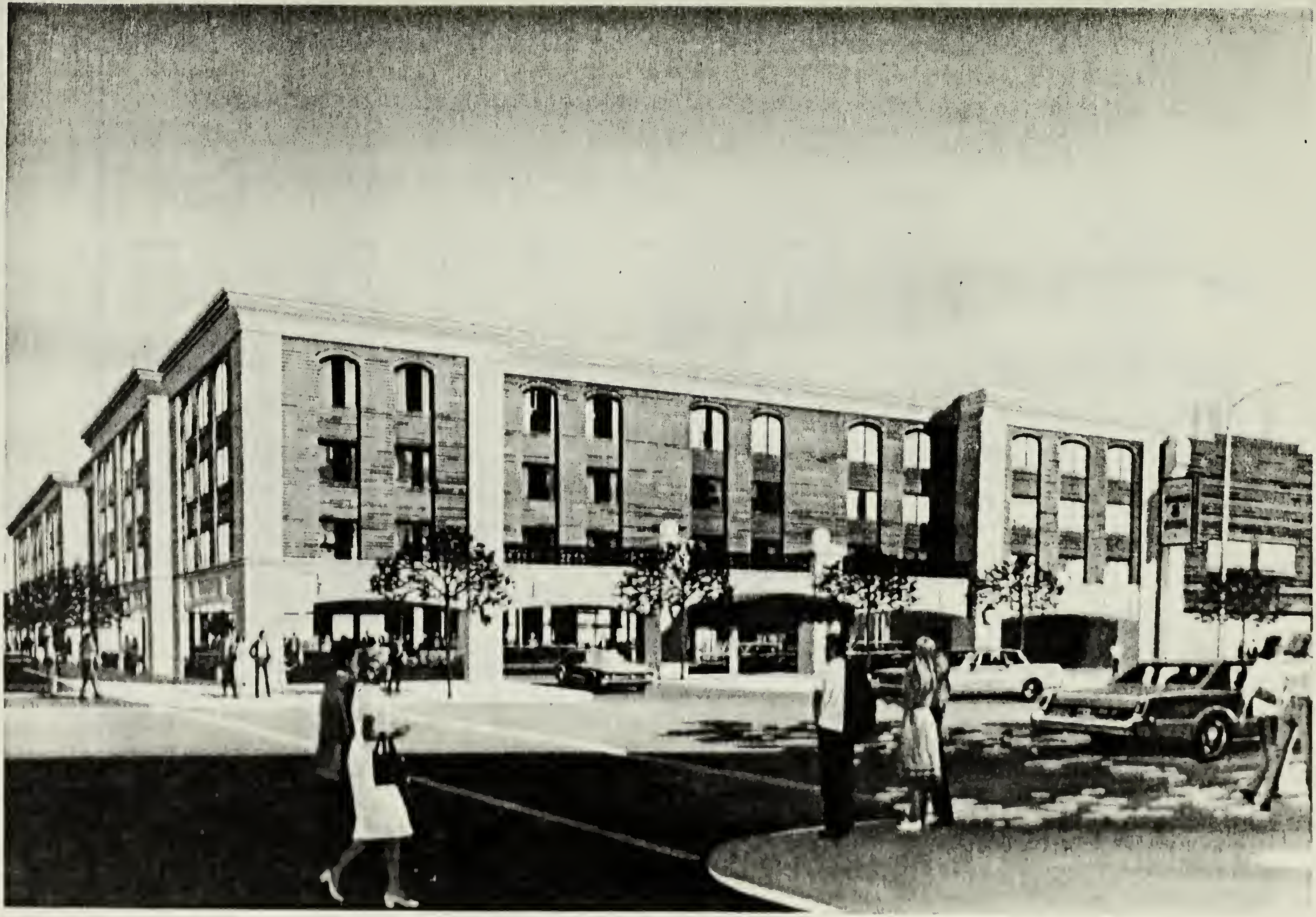
ARTIST'S RENDERING
SUPER 8 HOTEL - VIEW FROM NORTHPOINT STREET

FIGURE 2



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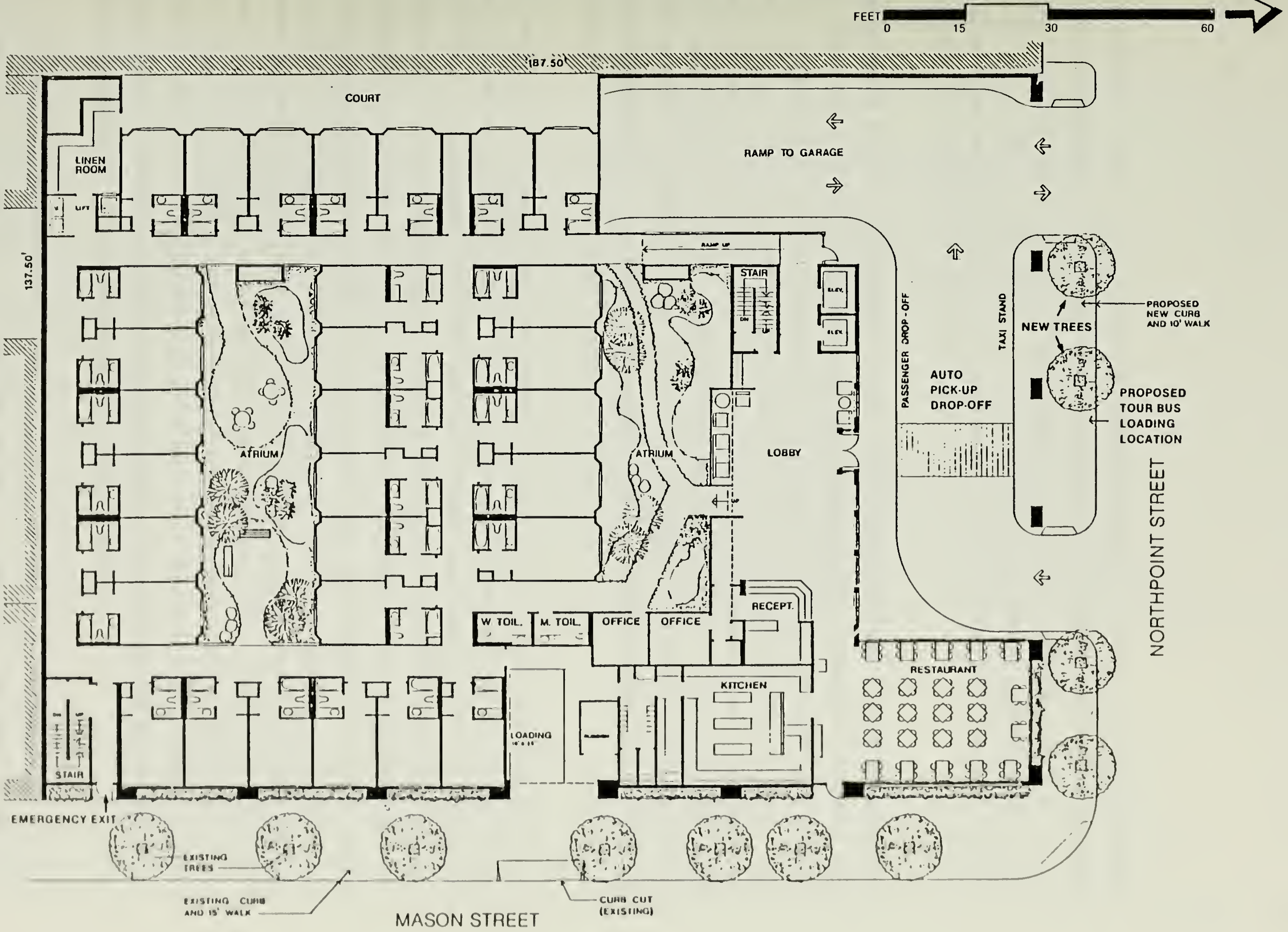
FIRST LEVEL
SUPER 8 HOTEL

FIGURE 3

SOURCE: ROSSI DEVELOPMENT CO.



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The 65,037.50 square foot project site contains a Shell Oil service station, 75 surface public parking spaces which were formerly parking for Cost Plus customers, and three vacant buildings formerly in retail use. Together these three buildings contain a total of 27,493 gsf of vacant retail space. All of the buildings and existing parking spaces would be demolished and removed for new construction. The remainder of the project block is occupied by the 234-room Ramada Inn hotel.

The proposed project would contain a total of 284,759 gsf of space in hotel use including 374 rooms and associated lobby and office space (224,228 gsf), a restaurant, kitchen, cafe and lounge (9,450 gsf), five meeting rooms (7,312 gsf), two retail units (3,991 gsf) and 120 below-grade attendant style parking spaces (93 self-park spaces) (36,950 gsf). The building would contain 208,233 square feet of occupied floor area. There would be three off-street freight loading docks accessed from Northpoint Street. The project site would be excavated to a depth of 18 feet to construct foundations and to accommodate parking and mechanical uses below grade. The project would be built to a height of 40 feet and would have an FAR of 3.77:1 (see Figures 4-5, pages 7-8).

The retail space in the project would consist primarily of a 140-seat restaurant located near the corner of Northpoint and Taylor, a 120-seat cafe located near the corner of Bay and Taylor, retail units along the Bay and Taylor Street frontages and a 50-seat Traveler's Club on Bay Street. (The Traveler's Club is a bar/lounge exclusively for frequent patrons of Clarion Hotels.) The main pedestrian entrance to the project would be on Taylor Street, with additional pedestrian entrances at the corner of Bay and Taylor and at the corner of Northpoint and Taylor. All passenger loading and drop-off would be on-street. The sponsor intends to request permission from the City for designation of a passenger loading zone on Taylor Street in front of the entrance to the hotel lobby. Permission would also be requested for a taxi stand to be located on Taylor Street, about 30 feet south of Northpoint and a tour bus loading zone to be located on Northpoint Street, about 10 feet west of Taylor. Access to and from the below-grade valet-style parking garage would be on Northpoint Street, at the western corner of the project site.

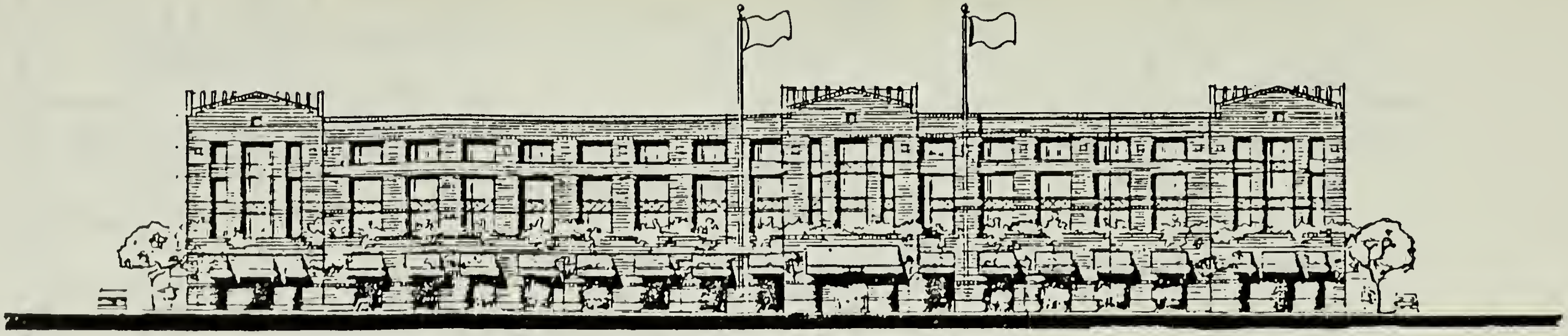
Construction of the proposed project would take approximately 18 months; project cost is estimated to be $15,000,000. The project sponsor is Associated Inns and Restaurants Company of America (AIRCOA) and the project architects are Frizzell Hill Moorhouse Architects Inc. of San Francisco.

ELEVATIONS
CLARION HOTEL

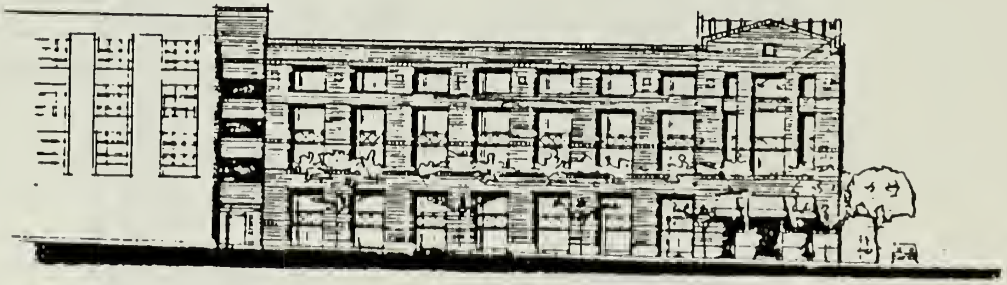
FIGURE 4

SOURCE: FRIZZELL HILL MOORHOUSE

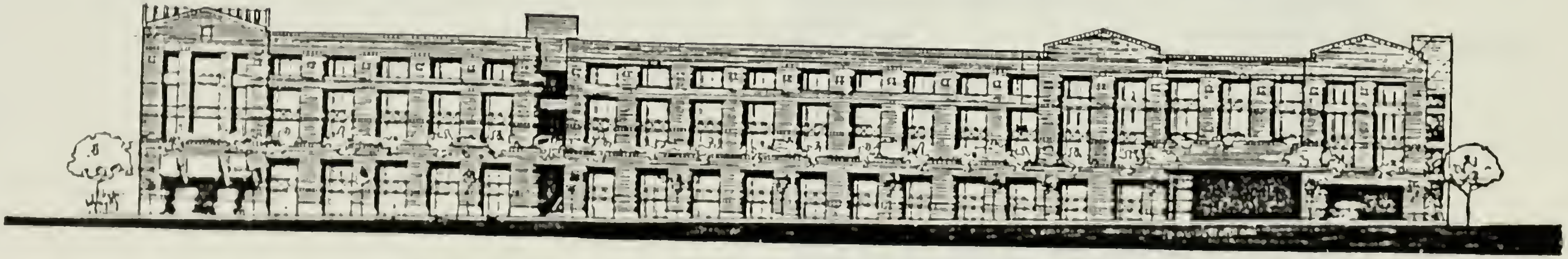
NO SCALE



TAYLOR STREET ELEVATION



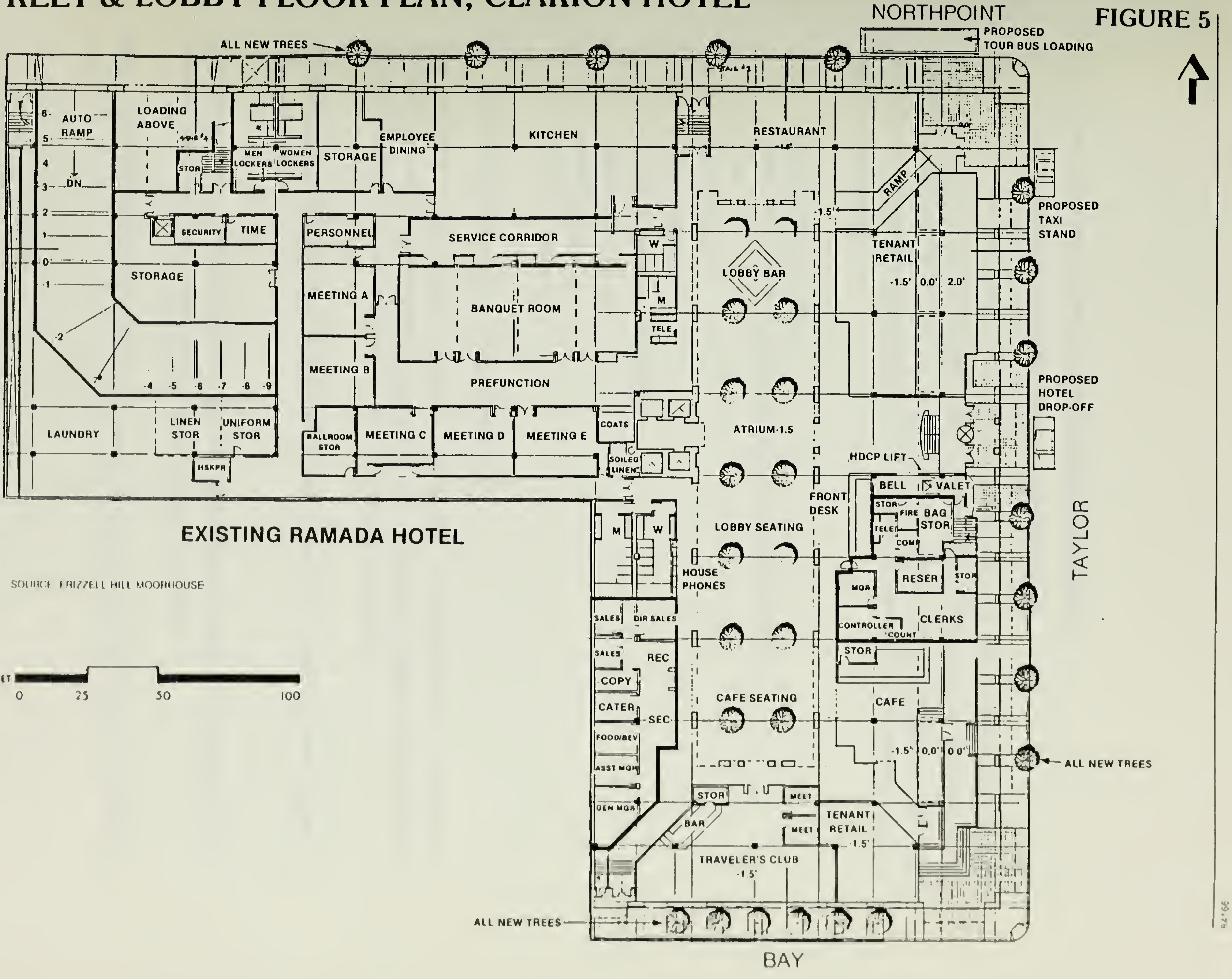
BAY STREET ELEVATION



NORTHPOINT STREET ELEVATION

STREET & LOBBY FLOOR PLAN, CLARION HOTEL

FIGURE 5



SOURCE: FRIZZELL HILL MOORHOUSE

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

The Super 8 Hotel and Clarion Hotel projects are examined in this Initial Study to identify potential effects on the environment. Some of the effects that would be generated by the proposed projects, either on a project-specific basis or cumulatively, have been determined to be potentially significant and will be analyzed in an Environmental Impact Report. They include:

- Land Use and Zoning;
- Relationship of the Proposed Buildings to the Master Plan;
- Views;
- Urban Design;
- Transportation;
- Traffic-Generated Air Quality;
- Construction Noise;
- Archaeology; and
- Historical Resources.

B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following environmental effects would either be insignificant or mitigated to insignificant levels by measures incorporated into the project design. These require no further environmental analysis and will not be addressed in the EIR.

Visual Quality. The proposed projects would not generate any light or glare impacts on other properties.

Population. The proposed projects would not displace large numbers of employees or any residents, and would not create a significant demand for housing.

Wind. The proposed projects would not generate significant wind impacts at pedestrian levels.

Shadows. The proposed projects would not generate significant shadow impacts on streets and sidewalks around the site. In particular, neither project would cast new shadows on the Powell Street Cable Car Turnaround.

Operational Noise. The proposed projects would not be affected by ambient noise levels due to the inclusion of noise insulation features in the projects' designs. The projects' operation, including traffic generated by the projects, would not significantly increase the ambient noise levels in the projects' vicinity.

Construction-Generated Air Quality. Construction activities may cause a temporary violation of ambient air quality standards; a measure to reduce emissions generated during construction activities to an insignificant level is included in each of the proposed projects (see page 41).

Odors. Construction of the proposed projects would not create objectionable odors or involve burning of any materials.

Utilities/Public Services. Increased demand for public services and utilities attributable to the proposed projects would not require additional personnel or equipment and would be too small to make a noticeable contribution to cumulative service demands.

Biology. The proposed projects would not affect any rare or endangered species or habitats and would not interfere with any resident or migratory species.

Geology/Topography. Geotechnical reports for each project would be prepared by a California-licensed soils engineer. Each building's construction would conform to the recommendations of the report for that project. Measures to mitigate potential impacts associated with excavation and dewatering are included in each proposed project (see page 40).

Water. The proposed projects would not affect water quality or other water resources.

Energy. The proposed projects would be constructed to conform with the energy requirements of Title 24. They would not encourage activities that would result in the wasteful use of energy or have a substantial effect on a natural resource.

Hazards. The proposed projects would not be affected by hazardous uses or health hazards in the area, nor would the proposed projects create potential health hazards. Evacuation and emergency response plans would be developed by the project sponsors as part of each proposed project. A mitigation measure has been included to test for possible soil toxicity on the project sites.

III. ENVIRONMENTAL SETTING

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS

		Not Applicable	Discussed
1.	Discuss any variances, special authorizations, or changes proposed to the City Planning Code or Zoning Map, if applicable.		X
*2.	Discuss any conflicts with the Comprehensive Plan of the City and County of San Francisco, if applicable.		X
*3.	Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.		X

1. Zoning

The proposed projects are located in the C-2 (Community Business) District. The sites are also in the Northern Waterfront Special Use District No. 2. This Special Use District was created by the City several years ago to protect the unique maritime character of the area and to promote operations related to water-borne commerce or navigation as the principal uses in the area (Section 240 of the City Planning Code). The City Planning Code provisions for this district supersede those of the more general C-2 District. Although hotels are a principal permitted use in the C-2 District, they are permitted only as a Conditional Use within the Northern Waterfront Special Use District No. 2. The

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[*] Derived from State EIR Guidelines, Appendix G, normally significant effect

floor area ratio (FAR) for the C-2 District is 3.6:1. However, the Northern Waterfront Special Use District No. 2 permits a higher maximum FAR of 5.0:1. The project sites are also located in a 40-X Height and Bulk District, where the allowable building height is 40 feet and there are no bulk requirements unless the average slope is greater than five percent. The average slope is less than five percent for both project sites. For hotel uses, Section 151 of the City Planning Code requires that one parking space be provided for each 16 guest rooms. Within the Northern Waterfront Special Use District No. 2, any parking provided in excess of the required amount under Section 151 requires Conditional Use authorization (Section 240.2(d)).

Super 8 Hotel

The proposed Super 8 Hotel would require Conditional Use authorization by the City Planning Commission for construction of a hotel use within the Northern Waterfront Special Use District No. 2 (Section 240.2(b) of the City Planning Code). The project would qualify for 3,906 square feet in floor area corner premiums (Section 125) and would have an FAR of 3.73:1, less than the maximum allowable of 5.0:1. The project would rise to 40 feet above the street (50 feet at the top of a mechanical roof penthouse) and would comply with all of the requirements of the 40-X Height and Bulk District. For this project, the City Planning Code would require provision of 12 parking spaces. The proposed project would provide 40 parking spaces and thus would require Conditional Use authorization for the 28 spaces in excess of the required amount (Section 240.2(d)). Under Section 152 of the City Planning Code, one freight loading space would be required for this project. One off-street freight loading space, which meets the minimum required dimensions under Section 154 is provided.

Clarion Hotel

The proposed Clarion Hotel would require Conditional Use authorization by the City Planning Commission for construction of a hotel use within the Northern Waterfront Special Use District No. 2 (Section 240.2(b) of the City Planning Code). The project would qualify for 3,906 square feet in floor area corner premiums (Section 125) and would have an FAR of 3.77:1, less than the maximum allowable of 5.0:1. The project would rise to 40 feet above the street (50 feet at the top of a mechanical roof penthouse) and would

comply with all of the requirements of the 40-X Height and Bulk District. For this project, the City Planning Code would require provision of 116 parking spaces. The proposed project would provide 120 parking spaces. Under Section 152 of the City Planning Code, two freight loading spaces would be required for this project. Three freight loading spaces, which meet the minimum required dimensions under Section 154, are provided.

2. Relationship to the Master Plan

The relationship of the proposed projects to the policies of the Master Plan, including the Northern Waterfront Plan, and to provisions of the City Planning Code, will be discussed in the EIR. The projects would not conflict with other adopted environmental plans and goals.

B. ENVIRONMENTAL EFFECTS

1. Land Use. Could the projects:	Yes	No	Discussed
*a. Disrupt or divide the physical arrangement of an established community?		X	X
b. Have any substantial impact upon the existing character of the vicinity?		X	X

The proposed project sites are located in San Francisco in the Northern Waterfront District near Fisherman's Wharf. The Fisherman's Wharf area is generally considered to be bounded by Hyde Street, Bay Street, Stockton Street and the Bay. This area has been dominated in the recent past by a combination of maritime-oriented commercial uses such as fish processing and other uses serving the San Francisco commercial fishing fleet, primarily on Piers 41 through 45 and the Hyde Street pier, and tourist-serving uses, including hotels, specialty retail complexes and entertainment establishments. To the east of the project sites, in the Base of Telegraph Hill sub-area of the Northern

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[*] Derived from State EIR Guidelines, Appendix G, normally significant effect

Waterfront, there has been development of higher-intensity office and residential uses compared to previous development in recent years.

Uses within two to three blocks of the project sites consist mainly of two-and four-story retail/service, hotel and residential buildings and parking lots and garages. The Northpoint Center, containing a supermarket, small retail shops, offices, and two levels of parking, is located on the block bounded by Bay, Northpoint, Mason and Powell Streets. The 229-unit Northbeach Place Housing Project is located in the blocks bounded by Mason, Bay, Columbus and Francisco.

Hotels located in the project area include the 525-room Sheraton Hotel at the northeast corner of Mason and Northpoint, the 24-room Travelodge at the northeast corner of Beach and Mason, the 51-room Wharf Motel across Mason from the Travelodge, the 580-room Holiday Inn at the northeast corner of Northpoint and Columbus, the 258-room Marriott Hotel at the northeast corner of Bay and Columbus, the 231-room Ramada Inn on Jones between Bay and Northpoint, the 128-room Howard Johnson's on Beach between Leavenworth and Jones and the 250-room Travelodge at the Wharf on Beach between Powell and Mason. In total, 2,047 hotel rooms are in the Fisherman's Wharf area.

Super 8 Hotel

The project site is located at the southwest corner of Mason and Northpoint Streets. The two-story warehouse currently on the site has been vacant for approximately three years, but was formerly used by Del Monte to store canned goods. Other uses on the project block include Ginsburg Pub, a restaurant at the corner of Mason and Bay Streets; a wholesale seafood company on Bay Street; and a Union 76 service station at the corner of Bay and Taylor. The remainder of the block is occupied by Cost Plus, a retail outlet for imported goods.

Clarion Hotel

The project site is located on Taylor Street, between Bay and Northpoint Streets. The site is currently occupied by a Shell Oil service station, three recently vacated retail stores, and a 75-space public parking lot. The three retail store facilities were occupied by a Cost Plus Furniture Store (vacated in August, 1985), a Cost Plus Coffee Store (vacated in August, 1985) and Hermann's Baby News (vacated in May, 1986). The

remainder of the project block is occupied by the Ramada Inn hotel which was constructed in 1975.

The existing character of the vicinity of the projects would experience a change and this issue will be discussed in the EIR. The proposed projects would represent a change in the intensity and type of uses on the project sites. They would be similar in use and intensity to other recent hotel and retail projects in the area and would represent continued commercial activity on the project sites and in the area. The projects would not disrupt or divide the physical arrangement of the existing community.

2. Visual Quality. Could the projects:

	Yes	No	Discussed
*a. Have a substantial, demonstrable negative aesthetic effect?	___	X	X
b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?	___	X	X
c. Generate obtrusive light or glare substantially impacting other properties?	___	X	X

The proposed projects would be similar in height to other recent projects in the project vicinity but higher than the existing buildings on the project sites. The Clarion Hotel project would result in a loss of open area on the portions of the site which are currently undeveloped. The proposed projects would contribute to the continuation of a 40-foot facade height along Northpoint and Bay Streets. The bulk of each of the proposed buildings would be similar to that of other recent hotel projects in the project vicinity, but would be smaller than other recent retail and office structures to the east. These issues will be discussed further in the EIR.

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* Derived from State EIR Guidelines, Appendix G, normally significant effect

The proposed projects would not block any major views of the Bay or other points of interest from public open space areas. Views of Telegraph Hill and Coit Tower across the existing surface parking lot, from both sides of Northpoint Street west of Taylor Street, would be blocked by construction of the Clarion Hotel. The EIR will discuss the proposed projects' potential for blockage of views of major scenic areas.

Since the proposed projects would not be higher than some of the existing development in the project area, they would not become a visible part of the City skyline. The proposed projects would not include any reflective glass and would not cause any glare impacts on nearby pedestrians or autos. The EIR will not discuss intrusion into the existing skyline or glare impacts of the proposed projects.

The EIR will discuss the proposed projects' relationship to the urban design policies of the Northern Waterfront and Urban Design Elements of the Master Plan.

	Yes	No	Discussed
3. Population. Could the projects:			
*a. Induce substantial growth or concentration of population?		X	X
*b. Displace a large number of people (involving either housing or employment)?		X	X
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?		X	X

Super 8 Hotel

The proposed project would not displace any employees since the existing building has been vacant for approximately three years. It is estimated that the proposed project would generate employment for approximately 144 hotel workers (.74 workers per hotel room),[1] primarily in housekeeping, maintenance, room services and food and beverage services. The maximum potential transient guest population of the hotel at any one time would be approximately 312 persons.[2]

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* Derived from State EIR Guidelines, Appendix G, normally significant effect

Clarion Hotel

There are approximately 5 persons currently employed on the project site; all are employed by the Shell Oil gas station. Employees formerly with the Cost Plus store have been relocated within the new Cost Plus building across Taylor Street from the project site. Hermann's Baby News, which formerly had five employees, closed in May of 1986 when its lease expired. It is estimated that the proposed project would generate employment for approximately 277 hotel workers (.74 workers per hotel room). The maximum potential transient guest population of the hotel at any one time would be approximately 673 persons.[3]

Together, the proposed hotels would add 568 new hotel rooms, about 420 hotel workers, and a maximum of 985 transient guests to the Fisherman's wharf area. This would represent a 28% increase over the current hotel stock of 2,047 rooms, approximately 1,515 hotel workers and a maximum of 3,685 transient guests.

Based on employment data from other hotels in San Francisco, about 95% of the hotels' employees would be service, housekeeping, maintenance and clerical workers, and the majority would come from low- and moderate-income households. Approximate projections of employment by category are as follows: about 45% would be in food and beverage services; about 32% would be in housekeeping, laundry and room services; about 13% would be in sales, administration and administrative support; and the remaining 15% would be in maintenance, security and other services.[4] Many of these permanent jobs, particularly in maintenance, food service and housekeeping, would require little or no previous training and would provide entry-level employment for low- and moderate-income persons. Projected wages and salaries paid hotel workers are based on union wage scales, which range from about $6.50 per hour (excluding tips) for hotel maids to about $40,000 annually for management executives (1983 dollars).[5]

Because many hotel jobs provide employment for semi- and unskilled workers with low to moderate incomes, including minorities, most of the new jobs would be expected to be held by current San Francisco residents who are either unemployed or underemployed. The projects would thus not be expected to generate new housing demand.

These issues will not be discussed further in the EIR.

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[1] City and County of San Francisco, Department of City Planning, Guidelines for Environmental Review: Transportation Impacts, published November 1983, p. 18.

[2] Robert Rossi, Project Manager, Super 8 Lodges V Limited, telephone conversation, July 29, 1986.

[3] Mr. Peter Mason, Frizzel, Hall, Moorehouse Architects, telephone conversation, June 19, 1985.

[4] Based on median staffing levels from Laventhol and Horwath, 1982, U.S. Lodging Industry 1981.

[5] Gary Guthman, Organizer, Hotel and Restaurant Employees and Bartenders Union No. 2 (AFL-CIO), telephone conversation, March 4, 1983; all Class A hotels in San Francisco have union-organized employees.

4. Transportation/Circulation. Could the projects:

	Yes	No	Discussed
*a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?		X	X
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?		X	X
c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?		X	X
d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?		X	X

Traffic generated by the individual projects would not represent a significant increase in traffic for the area. Such traffic, however, in combination with additional traffic generated by the proposed 500-room hotel on Pier 45 and by cumulative development in the area, could contribute to increased traffic congestion, transit and parking demand.

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* Derived from State EIR Guidelines, Appendix G, normally significant effect

The traffic entering and exiting the proposed projects' parking garages would affect the traffic on Northpoint Street which has been designated as a "Primary Vehicular Street" and a "Transit Preferential Street" in the Transportation Element of the San Francisco Master Plan. The EIR will discuss traffic increases and movements as they relate to the operation of the street network in the project vicinity. There is currently a Muni bus stop for the 15-Third line located on the southwest corner of Taylor and Northpoint where the proposed taxi stand of the proposed Clarion Hotel would be located. Impacts on transit operations on Northpoint, Mason, Taylor and Bay Streets, and on other streets in the project area, will also be discussed in the EIR.

The generation of parking demand and the relationship to each projects' supply, to area-wide parking occupancy and rates will be discussed in the EIR.

Impacts of construction traffic will be discussed in the EIR.

5. Noise. Could the projects:	Yes	No	Discussed
*a. Increase substantially the ambient noise levels for adjoining areas?	___	X	X
b. Violate Title 25 Noise Insulation Standards if applicable?	___	X	X
c. Be substantially impacted by existing noise levels?	___	X	X

Project Operation

The noise environment of both sites, like downtown San Francisco, is dominated by vehicular traffic noise. Measurements taken in a site-specific noise assessment in June of 1986 indicate a day-night average noise level (Ldn) of 75 dBA on Bay Street at the location of the proposed Clarion Hotel. A second measurement taken on Mason Street between Bay Street and Northpoint Street (representing the frontage of the proposed

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[*] Derived from State EIR Guidelines, Appendix G, normally significant effect

Super 8 Hotel) indicated an Ldn of 70 dBA. Measurements taken along Northpoint Street near the proposed sites indicate an Ldn of 65 dBA.[1]

The Environmental Protection Element of the Master Plan contains guidelines for determining the compatibility of various land uses with different noise environments. For hotel uses, the guidelines recommend no special noise control measures in an exterior noise environment up to an Ldn of 60 dBA. For noise levels above 60 dBA, the guidelines recommend an analysis of noise reduction requirements and inclusion of noise insulation features in the building design. Because the noise levels outside of each hotel would exceed an Ldn of 60 dBA, a noise report as required by Title 24 would be required for the proposed projects. The proposed structures would not include housing, so Title 25 Noise Standards would not be applicable.

The projects' operation would not result in perceptibly greater noise levels than those existing in the area. The amount of traffic generated by the projects during any hour of the day, and cumulative traffic increases at the time of projects' completion, would cause traffic noise levels to increase by one dBA or less.[2] To produce a noticeable increase in environmental noise, a doubling of existing traffic volume would be required; traffic increases of this magnitude would not occur with anticipated cumulative development including the projects.[3]

The projects would be required to comply with the San Francisco Noise Ordinance, San Francisco Police Code Section 2909, "Fixed Source Noise Levels," which regulates mechanical equipment noise. The project sites and surrounding area are within a C-2 District. In this district, the ordinance limits equipment noise levels at the property line to 70 dBA between the hours of 7 a.m. and 10 p.m. and 60 dBA between the hours of 10 p.m. and 7 a.m. During lulls in traffic, mechanical equipment generating 70 dBA could dominate the noise environment at the site. The project engineer and architect would include design features in the building to limit mechanical equipment noise levels to 60 dBA. As equipment would be limited to 60 dBA to meet the nighttime limit, it would not be perceptible above the ambient noise levels in the project area. Discussion of operational and transportation-related noise will not be included in the EIR.

Construction of the proposed projects would take place over about 12 to 18 months, and would increase noise levels in surrounding areas. Construction noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers between noise source and listener.

The major noise source during construction would be pile driving. The Department of Public Works allows pile driving operations under certain conditions, which may include specifying relatively quiet equipment, predrilling pile holes, and/or specifying hours of operation to reduce the number of people exposed to noise effects. Impacts of construction noise and proposed mitigation measures will be discussed in the EIR.

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[1] Charles M. Salter Associates, Inc., "Environmental Noise Assessment: Clarion Hotel/Super 8 Hotel," San Francisco, CA, June 25, 1986, pp. 1-3. On file at the Department of City Planning, 450 McAllister Street, San Francisco.

dBA is a measure of sound in units of decibels (dB). The "A" denotes the A-weighted scale, which simulates the response of the human ear to various sound frequencies.

Ldn, the day-night average noise level, is a noise measurement based on human reaction to cumulative noise exposure over a 24-hour period, taking into account the greater annoyance of nighttime noises; noise between 10 p.m. and 7 a.m. is weighted 10n dBA higher than daytime noise.

[2] Salter Assoc., p. 4.

[3] See Downtown Plan Environmental Impact Report, certified October 18, 1984 EE81.3 Continuous Section IV.E. generally and Section IV.H., pp. IV.J.8-18. Increases of 1 dBA or less in environmental noise are not noticeable by most people outside a laboratory situation (National Academy of Sciences, Highway Research Board, Research Report No. 117 (1971)). (See also FHWA Highway Traffic Noise Prediction Model underlines, Report #FHWA-RD-77-108, December 1978, p.8, regarding doubling of traffic volumes producing increases of 3 dBA or more, which are noticed by most people.)

6. Air Quality/Climate. Could the projects:

	Yes	No	Discussed
*a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	X		X
*b. Expose sensitive receptors to substantial pollutant concentrations?		X	X
c. Permeate its vicinity with objectionable odors?		X	
d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?		X	X

Two types of air quality impacts could be expected from the proposed buildings: long term impacts related to their use and operation, and short term impacts from construction activity. Project-related and cumulative traffic can be expected to contribute to existing air pollution near the project sites and will be discussed in the EIR.

Construction activities would temporarily affect local air quality. Demolition and construction activities would not involve burning of any materials and would not create objectionable odor. Demolition, grading and construction activities would affect local air quality, however, by increasing total suspended particulates (TSP). The nearest sensitive receptor that could be affected by construction air quality effects would be the 229-unit Northbeach Place Housing Project, across Bay Street from the Clarion Hotel site. Both project sponsors have agreed to mitigation measures to reduce dustfall and particulates (page 41). These measures would prevent exposure of the sensitive receptor to substantial pollutant concentrations. There will be no further discussion of construction-related air quality impacts in the EIR.

The proposed projects would not have a substantially adverse shadowing effect on streets and sidewalks around the site or alter the climate in the project vicinity. In particular,

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* Derived from State EIR Guidelines, Appendix G, normally significant effect

neither hotel would cast any new shadow on the Powell Street Cable Car Turnaround, across Bay Street from the site. (See Shadow Diagrams on file at the Department of City Planning, 450 McAllister Street, San Francisco.) The proposed projects would not increase wind accelerations in the project vicinity.[1] Sun-shadow and wind impacts will not be discussed in the EIR.

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[1] Don Ballanti, meteorologist, letters to EIP Associates, July 31, 1986, on file at the Department of City Planning, 450 McAllister, San Francisco.

7. Utilities/Public Services. Could the projects:	Yes	No	Discussed
*a. Breach published national, state or local standards relating to solid waste or litter control?	___	X	___
*b. Extend a sewer trunk line with capacity to serve new development?	___	X	___
c. Substantially increase demand for schools, recreation or other public facilities?	___	X	X
d. Require major expansion of power, water, or communications facilities?	___	X	X

The proposed projects would contribute to the cumulative demand for community services city-wide. Cumulative impacts upon solid waste and waste water service providers have been analyzed in the Downtown Plan EIR and no significant impacts have been identified. The Downtown Plan EIR setting and impacts discussion for solid waste and waste water (Vol. 1, IV.F.1-2 & IV.F.8-10; Vol. 2, pp. A-7 & K.1-2; Vol. 3, pp. C&R F.1-4), is summarized below and incorporated by reference herein.

The City's (C-3 and non-C-3) solid waste is currently disposed of at the Altamont Hills landfill, pursuant to a five-year contract which expires November 1, 1988. The City is

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* Derived from State EIR Guidelines, Appendix G, normally significant effect

currently searching for additional landfill capacity to accommodate the City's solid waste generated in the years after 1988.

A sewer system is being built pursuant to the City's Clean Water Program. The system is intended to handle combined volumes of sewage and rainwater runoff. Since the capacity of the system is designed to handle rainwater flows (which can be 50 times the volume of regular sewage) additional development citywide would not affect operation of the sewer system.

Providers of all utilities and services have been contacted and have indicated that existing capacities are adequate to serve the proposed project. Statements from utility and service providers are available for public review at the Department of City Planning, Office of Environmental Review, 450 McAllister Street, Sixth Floor. No further analysis is necessary in the EIR.

8. Biology. Could the projects:	Yes	No	Discussed
*a. Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?		X	X
*b. Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?		X	X
c. Require removal of substantial numbers of mature, scenic trees?		X	X

The project sites are covered by pavement and buildings. There are no rare or endangered species of plants or animals on the site. Street trees would be planted along the adjacent sidewalks of Bay Street, Taylor Street and Northpoint Street for the proposed Clarion Hotel and along Northpoint Street at the proposed Super 8 Hotel site. Existing trees along Mason Street at the proposed Super 8 Hotel site would be retained. Existing trees along Taylor Street at the proposed Clarion Hotel site would be removed during construction.

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* Derived from State EIR Guidelines, Appendix G, normally significant effect

The proposed projects would not interfere with the movement of any resident or migratory birds. This issue will not be discussed in the EIR.

	Yes	No	Discussed
9. Geology/Topography. Could the projects:			
*a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?		X	X
b. Change substantially the topography or any unique geologic or physical features of the site?		X	X

The elevation of the project sites ranges from two to six feet, San Francisco City Datum (SFD).[1] Soils at the sites are composed of 20 to 25 feet of sandy fill (the top 15 feet may contain some debris), underlain by about 15 to 20 feet of loose to medium dense clayey sands which is underlain by about twenty to twenty-four feet of Bay Mud.[2,3] Test borings at the Super 8 Hotel site and the adjacent Cost Plus site indicate that groundwater levels are expected to be encountered at about -7.5 feet (SFD), about 10 feet below the street grade.[4] Groundwater levels at the Clarion site are expected to be the same.[5]

The closest active faults to San Francisco are the San Andreas Fault, about 9 miles southwest of Downtown, and the Hayward and Calaveras Faults, about 15 and 30 miles east of Downtown, respectively. During a major earthquake, the project area would experience groundshaking with a level of intensity ranging from Violent (Intensity Level B, fairly general collapse of brick and frame structures when not unusually strong, serious cracking of better buildings, lateral displacement of streets, bending of rails and ground fissuring) to Very Strong (Intensity Level C, masonry badly cracked with occasional collapse, frame buildings lurched when weak on underpinning with occasional collapse).[6] The sites are within an area of liquefaction or subsidence.[7] They are also within an area of potential tsunami or seiche flooding.[7,8]

Construction of the proposed below-grade parking on both sites would involve excavation below the water table, and dewatering would be necessary. Groundwater seeping into the

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*Derived from State EIR Guidelines, Appendix G, normally significant effect

excavations would be removed by the use of well points or deep wells. Significant lowering of the groundwater level during construction could cause some settlement of adjacent streets and nearby basement floor slabs, and dry rot of wooden foundations in nearby buildings. Observation wells would be needed to monitor the draw-down of water levels and possible settlement of ground or structures nearby.[5,8] (See Mitigation Measures, page 41.)

Super 8 Hotel

Excavation for the Super 8 Hotel foundation and basement parking would be conducted to a depth of about 13 feet SFD. This would involve excavating approximately 10 to 13 feet deeper than the foundation of the existing vacant building. A pile foundation is proposed. Pit walls would be shored up to prevent lateral movement during excavation. Adjacent structures might need to be underpinned, should excavation go below the base of their foundations, to avoid such damage as cracking of walls or foundations or sagging of floors. It may be necessary to do a preconstruction survey of adjacent structures so that the condition of their walls can be monitored during pile driving. The building contractor must comply with the San Francisco Building Code and Excavation Standards of the California Occupational Safety and Health Agency.

Bay mud is low quality foundation supporting soil. To avoid building settlement and similar problems encountered when building on Bay mud, the Super 8 Hotel's foundations would include the use of approximately 140 precast concrete piles driven to dense sands below the Bay mud to support the structure. Assuming a full-shift operation, it is anticipated that pile driving would occur over a two- to three-week period.[9] Vibrations during pile driving could cause densification and settlement of loose sand. In critical locations predrilling to within several feet of the pile tip elevation may be necessary to decrease pile driving vibration effects. Construction noise and vibration effects will be discussed in the EIR.

The project sponsor would follow the recommendations of structural and foundation reports to be prepared for any excavation and construction on the site. The building must meet current seismic engineering standards of the San Francisco Building Code which

include earthquake-resistant design and materials. The Code is designed to allow for some structural damage to buildings but not collapse during a major earthquake, (see also Mitigation Measures, page 40, for the project's emergency response plan). The proposed project would replace a building on the site built prior to current seismic code standards, and therefore generally more susceptible to earthquake damage.

Clarion Hotel

Excavation for the Clarion Hotel foundation and basement parking would be conducted to a depth of about 18 feet SFD, which would be approximately 20 feet below the surface-level foundations of the existing buildings on the site. A pile foundation is proposed.

Pit walls would be shored up to prevent lateral movement. Because the foundation of the proposed Clarion Hotel would extend below the existing basement level of the adjacent Ramada Inn, a shoring or underpinning system may be required to maintain the excavation and to avoid such damage as cracking of walls or foundations or sagging of floors.[10] The building contractor must comply with the San Francisco Building Code and Excavation Standards of the California Occupational Safety and Health Agency.

Bay mud is low quality foundation supporting soil. To avoid building settlement and similar problems encountered when building on Bay mud, the Clarion Hotel's foundations would include the use of approximately 490 precast concrete piles driven to dense sands below the Bay mud to support the structure. Assuming full-shift operation, it is anticipated that pile driving would occur over a six to eight week period.[11] Vibrations during pile driving could cause densification and settlement of loose sand. In critical locations predrilling to within several feet of the pile tip elevation may be necessary to decrease pile driving vibration effects. The adjacent Ramada Inn is pile supported, and vibrations due to pile driving are not expected to adversely affect it.[12] Construction noise and vibration effects will be discussed in the EIR.

The project sponsor would follow the recommendations of structural and foundation reports to be prepared for any excavation and construction on the site. The building must meet current seismic engineering standards of the San Francisco Building Code which

include earthquake-resistant design and materials. The Code is designed to allow for some structural damage to buildings but not collapse during a major earthquake, (see also Mitigation Measures, page 41, for the project's emergency response plan). The proposed project would replace buildings on the site built prior to current seismic code standards, and therefore generally more susceptible to earthquake damage.

These issues will not be discussed further in the EIR.

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[1] San Francisco City Datum establishes the City's "0" point for surveying purposes at approximately 8.6 feet above mean sea level.

[2] J. Schlocker, Geology of San Francisco North Quadrangle, California, U.S. Geological Survey Professional Paper 782, U.S. Government Printing Office, Washington, D.C., 1974, plate 1 (scale 1:24,000), and Table 11 (pages 96-99). Mark Freitas and Carol Ries, Project Engineers, Woodward-Clyde Consultants, Consulting Engineers, Geologists and Environmental Scientists, letter to Associated Inns and Restaurants Company of America, March 10, 1986.

[3] Richard Rodgers, Chief Engineer, Lee and Praszker, Consulting Geotechnical Engineers and Geologists, letter to Mr. Bill Fellers, Fellers/Lindahl Architects regarding the Super 8 Hotel site, May 23, 1985; and Lee and Praszker, Consulting Geotechnical Engineers and Geologists, Foundation Investigation, Cost Plus Store, San Francisco, CA., January, 1983.

[4] Ibid.

[5] Mark Freitas and Carol Ries, Project Engineers, Woodward-Clyde Consultants, Consulting Engineers, Geologists and Environmental Scientists, letter to Associated Inns and Restaurants Company of America, March 10, 1986.

[6] URS/John A. Blume and Associates, San Francisco Seismic Safety Investigation, 1974. Groundshaking intensities that would result from a major earthquake were projected and classified on a five-point scale ranging from E (Weak) through A (Very Violent).

[7] Ibid., Liquifaction is the transformation of granular material, such as loose, wet sand, into a fluid-like state similar to quicksand. Subsidence is a lowering of the ground surface from settlement of fill or alluvium. This can occur from groundshaking, withdrawal of groundwater or other causes.

[8] EIP Associates, Consultant's Report on Geology/Topography and Water, Clarion Hotel, April 1985; and EIP Associates, Consultant's Report on Geology/Topography and Water,

Super 8 Hotel, April 1985. These documents are on file and available for public review at the Department of City Planning, 450 McAllister Street, San Francisco.

[9] Robert Rossi, Director of Development, Super 8 Motor Inns, letter to Mr. Brian Boxer, June 12, 1986; Les Davis, Putterman/Davis, Consulting Structural Engineers, letter to Mr. Robert Rossi, June 10, 1986.

[10] Woodward-Clyde Consultants letter.

[11] Ibid.

[12] Ibid.

10. Water. Could the projects:	Yes	No	Discussed
*a. Substantially degrade water quality, or contaminate a public water supply?		X	
*b. Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?		X	X
*c. Cause substantial flooding, erosion or siltation?		X	

There is no permanent water body on the project sites. The depth to groundwater is about 10 feet below-grade (-7.5 feet SFD), but probably varies by about two feet due to seasonal fluctuations. The sites are covered by paved parking lots and existing buildings. Runoff would continue to drain into the combined City storm/sewer system. The project would not affect water quality or the public water supply. The project would not result in additional flooding, erosion or siltation.

Groundwater seepage into the projects' excavations is expected and would be removed by the use of well points or deep wells. Significant lowering of the groundwater level during construction could cause some settlement of adjacent streets and nearby basement floor slabs. (See Geology Section, page 25 and Mitigation Measures, page 41.)

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[*] Derived from State EIR Guidelines, Appendix G, normally significant effect

These issues will not be discussed further in the EIR.

11. Energy/Natural Resources. Could the projects:

	Yes	No	Discussed
*a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?		X	X
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?		X	

Super 8 Hotel

Annual energy consumption by the existing vacant building on the site is insignificant.

Removal of the existing vacant structure would require an unknown amount of energy. Fabrication and transportation of building materials, worker transportation, site development, and building construction would require about seven billion Btu of gasoline, diesel fuel, natural gas, and electricity.[1,2] Distributed over the estimated 50-year life of the project, this would be about 140 million Btu per year, or about 0.5% of annual building energy requirements.

Table 1, page 31, shows the estimated operational energy which would be used by the project. Project demand for electricity during PG&E's peak electrical load periods, July and August afternoons, would be about 600 kW, an estimated .0038% of PG&E's load of 16,000 MW.[3] Project demand for natural gas during PG&E's peak natural gas load periods, January mornings, would be 23 million Btu per day, or about .62% of PG&E's peak load of about 3.7 billion cubic feet per day.[4] Annual and peak daily electricity and natural gas consumption are shown in Figures 6 and 7, pages 32 and 33.

Clarion Hotel

Annual energy consumption by the only existing occupied structure on the site, the gas station, is approximately 74,800 kWh of electricity, equal to about 765 million Btu at the source. (The station does not use natural gas.)[5]

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[*] Derived from State EIR Guidelines, Appendix G, normally significant effect

TABLE 1: ESTIMATED PROJECT ENERGY USE[1]
SUPER 8 HOTEL AND CLARION HOTEL

	SUPER 8 HOTEL (Occupied Sq.Ft. = 85,028)	CLARION HOTEL (Occupied Sq.Ft. = 208,234)	TOTAL
Daily Natural Gas Consumption			
Estimated natural gas consumption per sq. ft.	180 Btu[2]	180 Btu	180 Btu
Estimated peak daily natural gas consumption	230 Therms	550 Therms	780 Therms
Monthly Electric Consumption			
Estimated electrical consumption per sq. ft.	1.4 kWh (14,335 Btu)[3]	1.4kWh (14.335 Btu)	1.4 kWh (14,335 Btu)
Estimated total electrical consumption	.1 million kWh (1.02 billion Btu)	.3 million kWh (3.07 billion Btu)	.4 million kWh (4.09 billion Btu)
Annual Consumption			
Estimated total annual natural gas consumption	53,592 Therms	128,258 Therms	181,850 Therms
Estimated total annual electrical consumption	1.5 million kWh (15.3 billion Btu)	3.6 million kWh (37 billion Btu)	5.1 million kWh (52 billion Btu)
Connected kilowatt load	800 KW	2000 KW	2800 KW
Estimated total annual energy consumption	20 billion Btu (3,571 barrels of oil)	50 billion Btu (8,929 barrels of oil)	70 billion Btu (12,500 barrels of oil)

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[1] Energy use includes space conditioning, service water heating and lighting in accordance with allowable limits under Title 24. Estimated electricity includes an additional 5 Kw/sq.ft. consumed by appliances such as typewriters, computers, coffeemakers, etc. than assumed by Title 24 estimates.

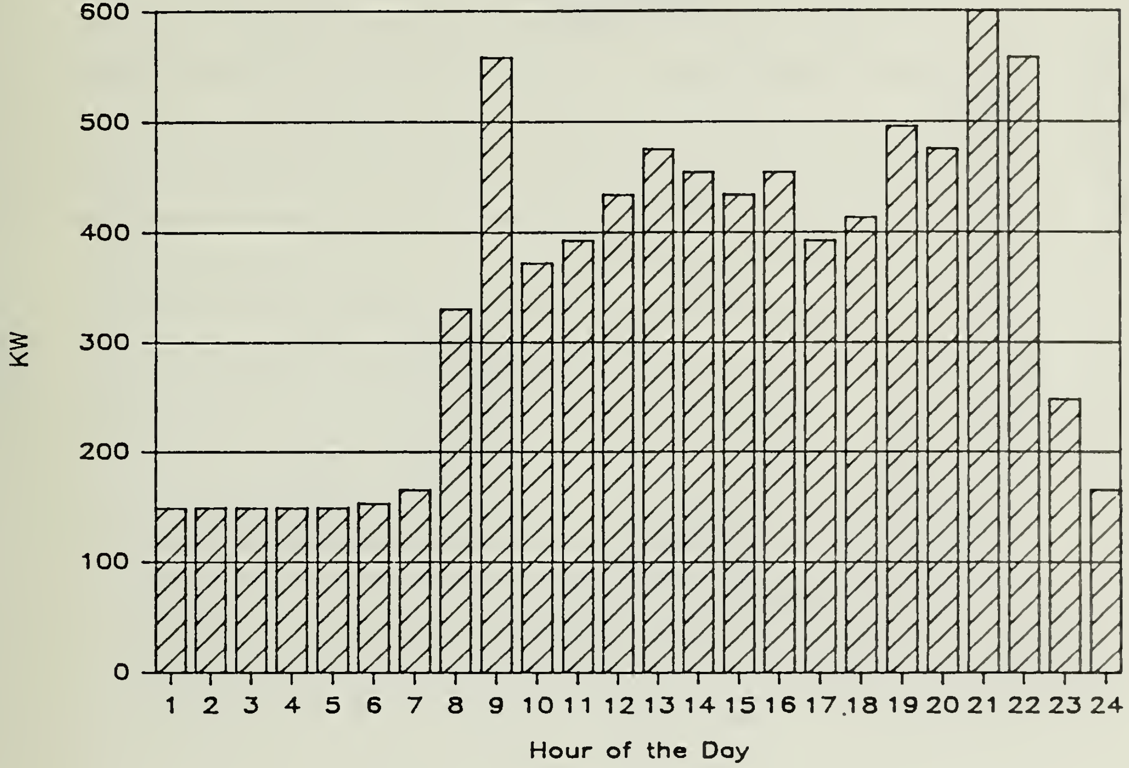
[2] Btu (British thermal unit): A standard unit for measuring heat. Technically, it is the quantity of heat required to raise the temperature of one pound of water one degreee Fahrenheit (251.97 calories) at sea level.

[3] Energy Conversion Factors:
one gallon gasoline = 125,000 Btu
one kilowatt (kW) = 10,239 Btu
one therm = 100,000 Btu
one barrel oil = 5,600,000 Btu

Source: EIP Associates

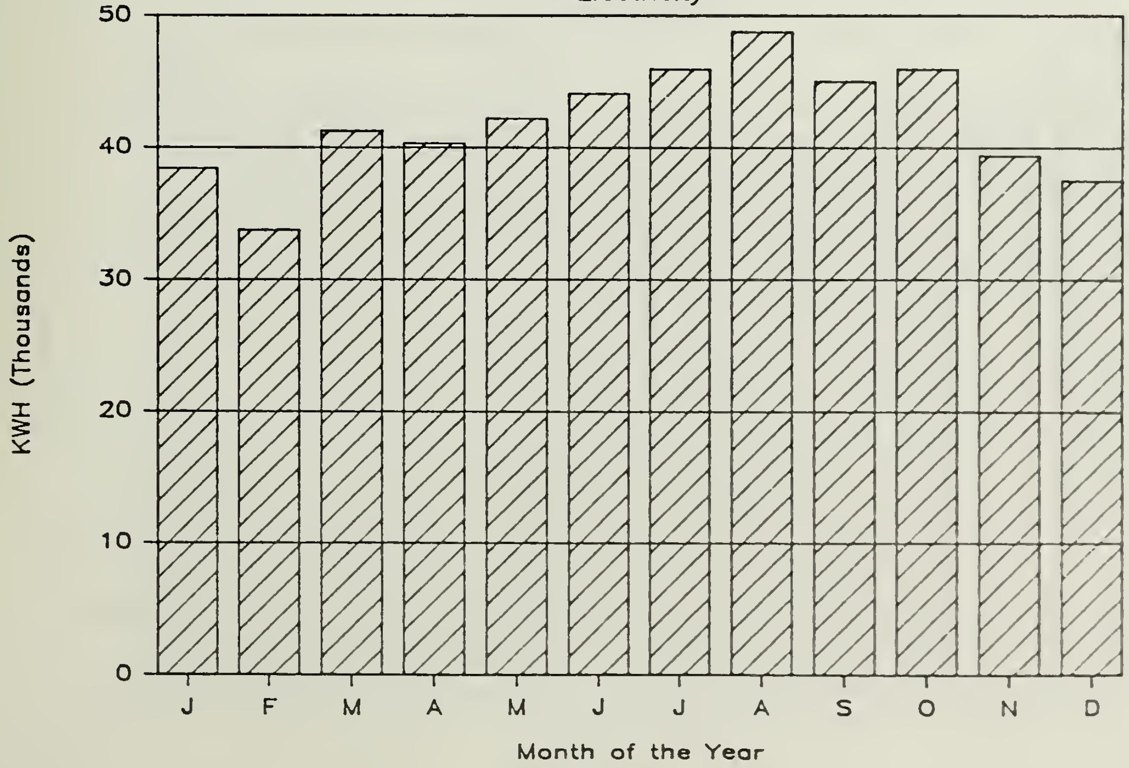
ELECTRICITY DISTRIBUTION CURVES SUPER 8 HOTEL

FIGURE 6



PEAK DAILY CONSUMPTION

Electricity

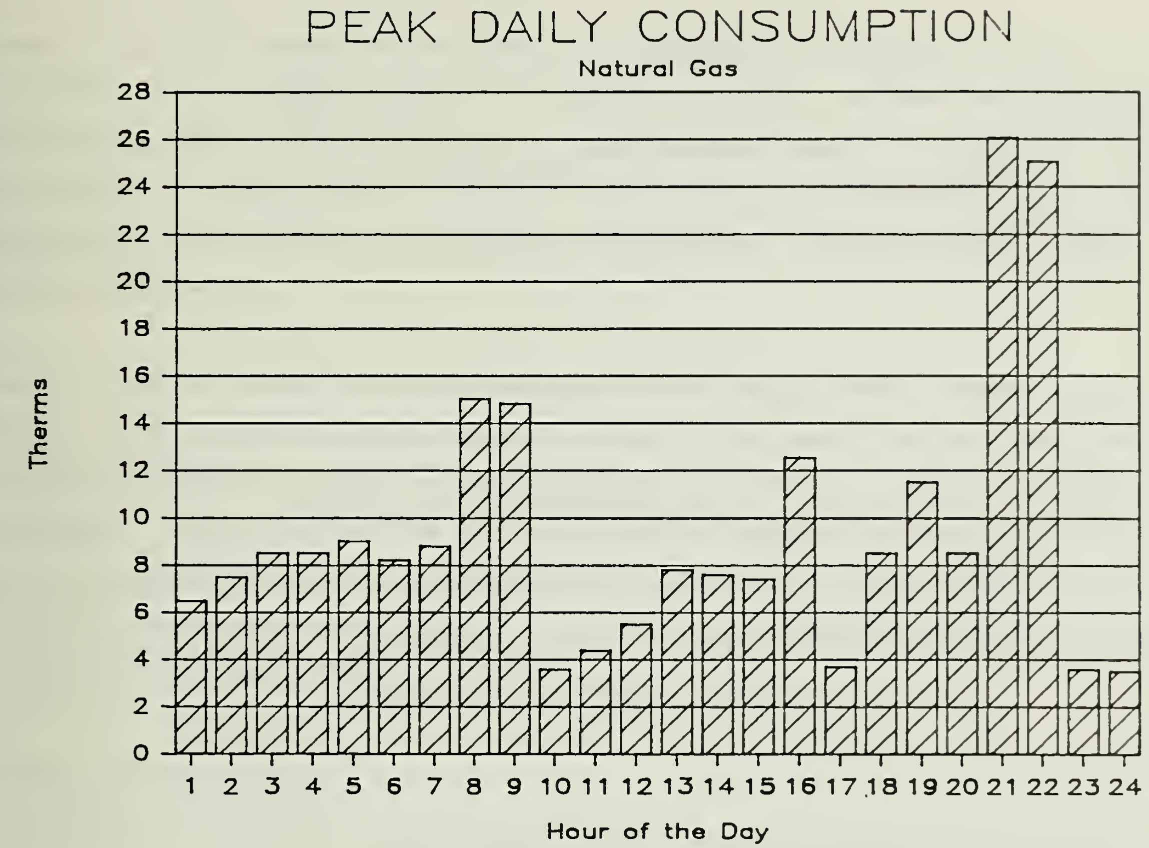


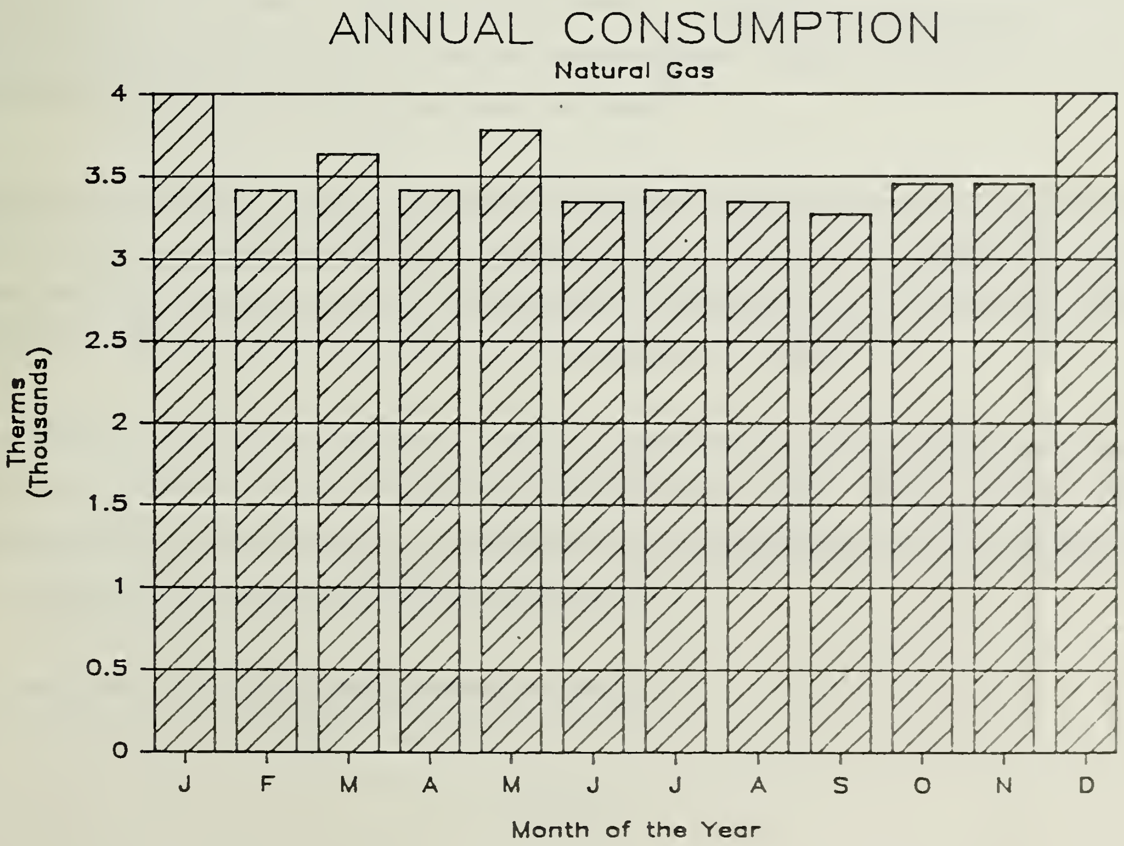
ANNUAL CONSUMPTION

Electricity

NATURAL GAS DISTRIBUTION CURVES
SUPER 8 HOTEL

FIGURE 7





Removal of the existing structures would require an unknown amount of energy. Fabrication and transportation of building materials, worker transportation, site development, and building construction would require about 30 billion Btu of gasoline, diesel fuel, natural gas, and electricity.[1,2] Distributed over the estimated 50-year life of the project, this would be about 600 million Btu per year, or about 0.9% of annual building energy requirements.

Table 1, page 31, shows the estimated operational energy which would be used by the project. Project demand for electricity during PG&E's peak electrical load periods, July and August afternoons, would be about 1,500 kW, an estimated .009% of PG&E's load of 16,000 MW.[3] Project demand for natural gas during PG&E's peak natural gas load periods, January mornings, would be 55 million Btu per day, or about 1.49% of PG&E's peak load of about 3.7 billion cubic feet per day.[4] Annual and peak daily electricity and natural gas consumption are shown in Figures 8 and 9, pages 35 and 36.

Cumulative Energy Demand

San Francisco's electricity requirements would be about 5.0 billion kWh per year by 2000, about a 32% increase from 1984. Peak demand for the city would be about 1,000 MW, a 30% increase in 16 years. Demand in 2000 would exceed the local capacity of 792 MW provided by the Hunters Point and Potrero power plants. About 35 billion cu.ft. of natural gas would be consumed in the city annually by 2000.[6]

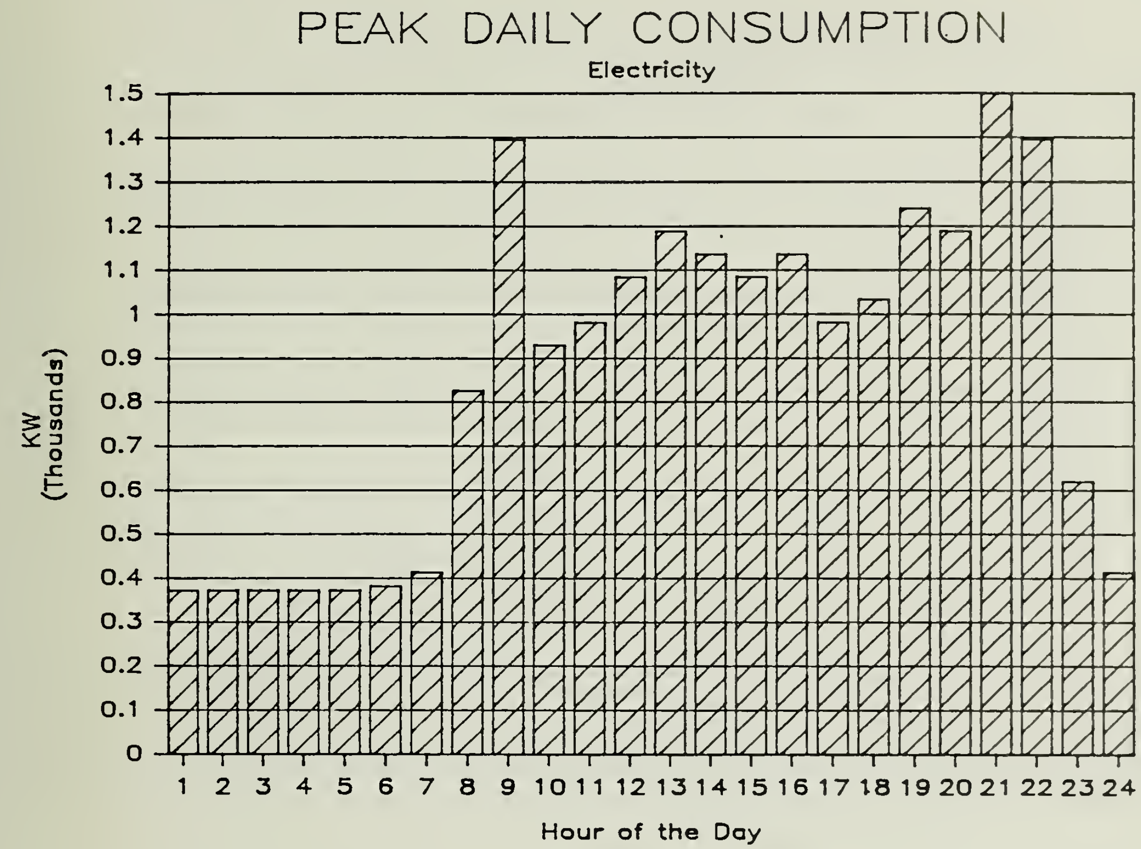
Increased San Francisco energy demands to the year 2000 would be met by PG&E from nuclear sources, oil and gas facilities, hydroelectric and geothermal facilities, and other sources such as cogeneration, wind and imports. PG&E plans to continue receiving most of its natural gas from Canada and Texas under long-term contracts.

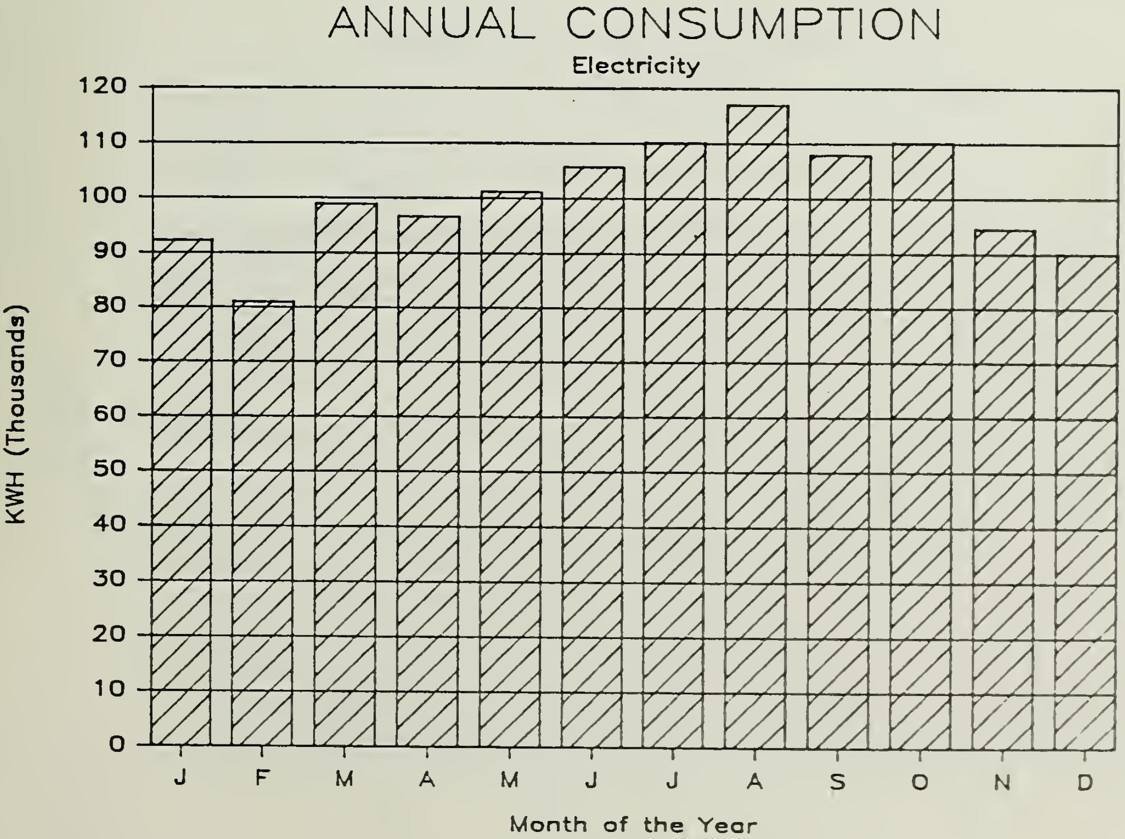
New buildings in San Francisco are required to conform to energy conservation standards specified by Title 24 of the California Administrative Code. Documentation showing compliance with these standards is submitted with the application for the building permit and is enforced by the Bureau of Building Inspection.

These issues will not be discussed further in the EIR.

ELECTRICITY DISTRIBUTION CURVES CLARION HOTEL

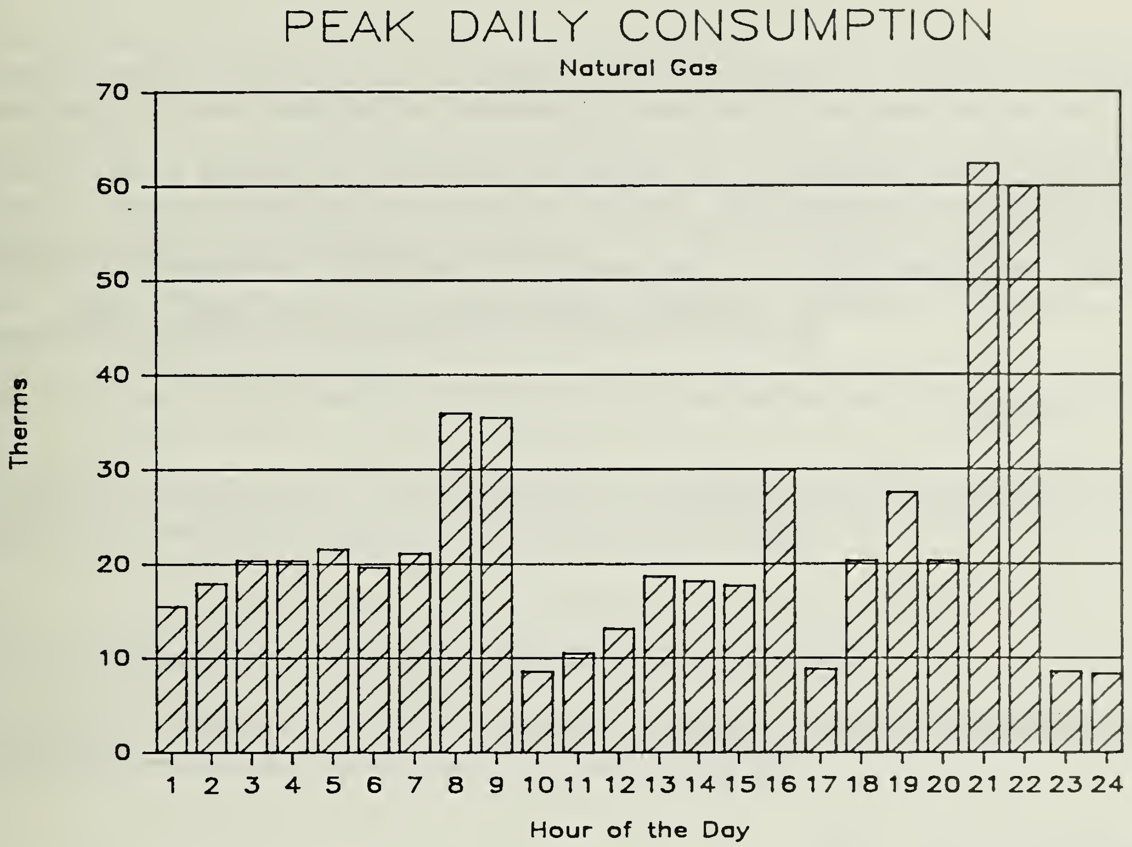
FIGURE 8

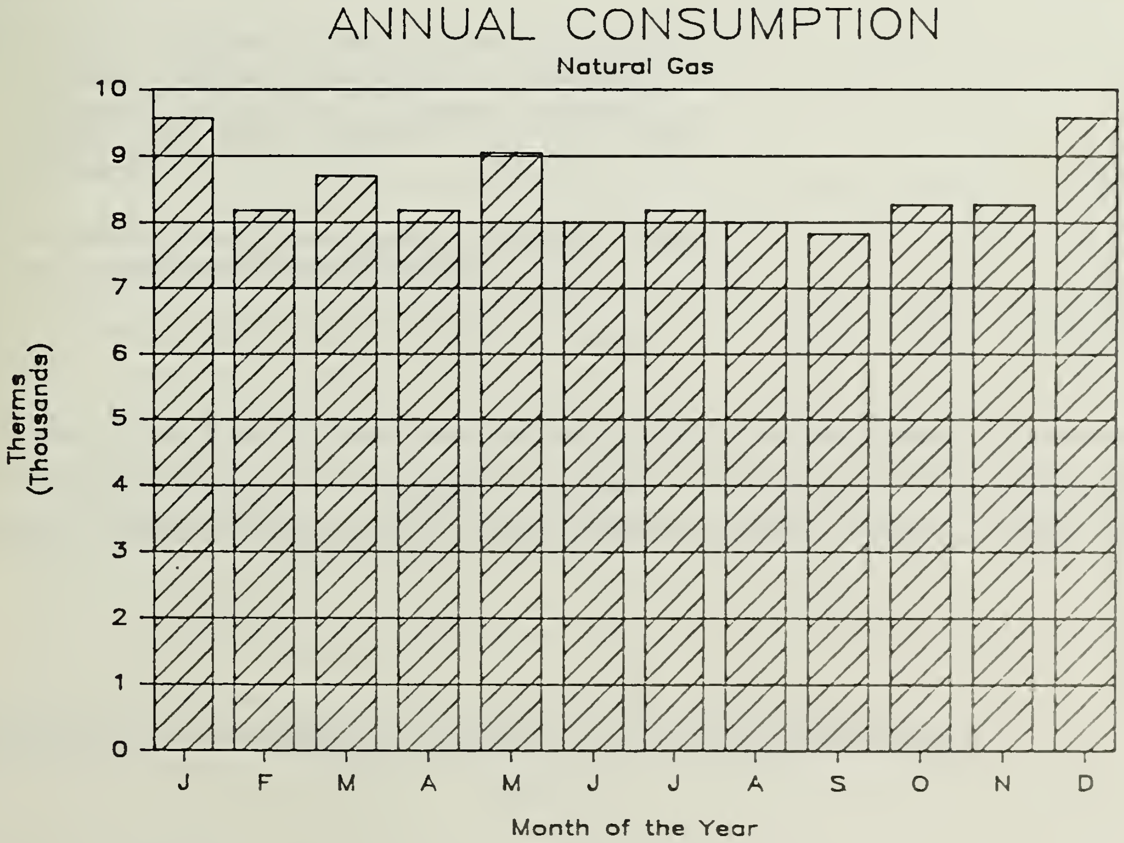




NATURAL GAS DISTRIBUTION CURVES CLARION HOTEL

FIGURE 9





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[1] The British thermal unit (Btu) is the quantity of heat required to raise the temperature of one pound of water one degree Fahrenheit at sea level. The term "at-source" means that adjustments have been made in the calculation of the thermal energy equivalent (Btu) for losses in energy that occur during generation, transmission, and distribution of the various energy forms as specified in: ERCDC, 1977 Energy Conservation Design Manual for New Non-Residential Buildings, Energy Conservation and Development Commission, Sacramento, California, and Apostolos, J.A., W.R. Shoemaker, and E.C. Shirley, 1978 Energy and Transportation System, California Department of Transportation, Sacramento, California, Project #20-7, Task 8.

[2] Hannon, B., et.al., 1978, "Energy and Labor in the Construction Sector," Science 202:837-847.

[3] San Francisco Department of City Planning, Downtown Plan Environmental Impact Report EE81.3, certified October 18, 1984, Vol.1, pp. IV.G.3-4.

[4] Ibid.

[5] Telephone conversation with Toscalito Enterprises, July 15, 1986.

[6] San Francisco Department of City Planning, Downtown Plan Environmental Impact Report EE81.3, Certified October 18, 1984, Vol.1, p. IV.G.12.

12. Hazards. Could the projects:	Yes	No	Discussed
*a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	___	X	X
*b. Interfere with emergency response plans or emergency evacuation plans?	___	X	X
c. Create a potentially substantial fire hazard?	___	X	X

Previous uses of the Super 8 Hotel site include a canned food warehouse, an automotive garage, a machine shop and a construction company. Previous uses of the Clarion Hotel site include a marble cutting factory, steel products company, offices, storage sheds,

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[*] Derived from State EIR Guidelines, Appendix G, normally significant effect

retail uses and there is currently a service station on site. There is a possibility that some residual toxic chemicals may be in the sites' soil. The City has adopted an ordinance adding Article 20 of the Public Works Code and amending Section 302(b) of the Building Code (Ordinance 253-86, approved by the Mayor on June 27, 1986). The ordinance requires that applicants for certain building permits prepare a site history and analyze the site's soil for hazardous wastes. This requirement applies in areas of the City which have been created by landfill, areas which have been in industrial use, and any other locations where the Director of Public Works has reason to believe that soils may contain hazardous wastes. Where the analysis reveals the presence of hazardous wastes, the ordinance requires site mitigation pursuant to the standards, regulations and determinations of the State and Federal regulatory agencies. This mitigation would consist of the removal of hazardous substances and their disposal at an approved dumpsite, or other appropriate mitigation. Because the sites are on filled land, are in an area with a history of industrial uses and have been used for industrial activities, this requirement applies to the proposed projects. Soils analyses will be performed. Should any hazardous materials be discovered on the sites, mitigation must be carried out by the project sponsor before a building permit can be issued by the Bureau of Building Inspection.

Evacuation and emergency response plans would be developed as part of the proposed projects (see D., Mitigation Measures, page 41). The projects' emergency plan would be coordinated with the City's emergency planning activities. The projects would not create substantial fire hazards because they would incorporate more extensive fire protection measures than most buildings in the area to comply with more stringent code standards now in effect. These issues will not be discussed in the EIR.

	Yes	No	Discussed
13. Cultural. Could the projects:			
*a. Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community, ethnic or social group; or a paleontological site except as a part of a scientific study?	X		X

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* Derived from State EIR Guidelines, Appendix G, normally significant effect

	Yes	No	Discussed
*b. Conflict with established recreational, educational, religious or scientific uses of the area?		X	
c. Conflict with preservation of any buildings of City landmark quality?		X	

Excavation of the project sites would occur in an area that may contain items of historical or archaeological interest. A 1979 program of archaeological testing at the intersections of Northpoint and Mason Streets and Northpoint and Taylor Streets encountered cultural deposits to an approximate depth of seventeen feet below the present street level. Analysis of the recovered archaeological assemblages revealed that much of the cultural material recovered derived from San Francisco's nineteenth century Chinese community. Archival research suggests that similar deposits of cultural specimens are likely to exist within the confines of the proposed project sites.[1] This issue will be discussed further in the EIR.

The vacant two-story building currently on the site of the proposed Super 8 Hotel has not been rated by the City for architectural merit. Of the four buildings on the site of the proposed Clarion Hotel, only the Musto Building (formerly the Cost Plus Furniture Warehouse and Herman's Baby News) received a rating ("1") in the 1976 Department of City Planning Architectural Inventory. The Musto Building is one of the last few brick warehouses which are characteristic of the Fisherman's Wharf area. The building was constructed in 1907 and was the site of the Joseph Musto Sons-Keenan Co. marble works.[3]

There are only a few buildings in the immediate vicinity of the project sites which were rated in the 1976 Department of City Planning Architectural survey.[2] Within a one block radius of the project sites, the building with the highest rating ("4") is a modern three-story residential complex (North Beach Place) which runs along Bay Street between Mason and Taylor Streets and between Tayler and Jones Streets (Assessor's Blocks 42 and 43). A four-story commercial building located at 1111 Columbus Avenue (Assessor's Block 43) was rated "3" by the City. The other rated buildings within a one-block radius include two

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*Derived from State EIR Guidelines, Appendix G, normally significant effect

apartment complexes on Bay Street rated "2", a house on Leavenworth rated "2", four buildings along Bay Street rated "1" and the Longshoreman's Hall on Northpoint which is rated "0". An alternative preserving the Musto Building will be discussed in the EIR. This issue will be discussed further in the EIR.

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[1] Allen G. Pastron, Ph.D., President, Archeo-Tec, Inc., "Cultural Resources Evaluation of the Clarion Hotel Project Site, San Francisco, California," and "Cultural Resources Evaluation of the Super 8 Motor Inn Project Site, San Francisco, California." Both reports are on file at the Office of Environmental Review, 450 McAllister, San Francisco.

[2] The San Francisco Department of City Planning conducted a citywide inventory of architecturally and historically significant buildings in 1976. In the inventory, approximately ten percent of the City's entire stock of buildings were awarded a rating for architectural merit ranging from a low of "0" to a high of "5." The total number of buildings which were rated from "3" to "5" represent less than two percent of the City's entire building stock.

[3] Junior League of San Francisco, Here Today, page 282.

C. OTHER

	Yes	No	Discussed
Require approval of permits from City Departments other than DCP or BBI, or from Regional, State or Federal Agencies?		X	

D. MITIGATION MEASURES

	Yes	No	N/A	Discussed
1. If any significant effects have been identified, are there ways to mitigate them?			X	X
2. Are all mitigation measures identified above included in the project?	X			X

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* Derived from State EIR Guidelines, Appendix G, normally significant effect

MITIGATION MEASURES INCLUDED AS PART OF THE PROJECT:

1. Evacuation and emergency response plans would be developed by the project sponsors or building management staffs, in consultation with the Mayor's Office of Emergency Services, to ensure coordination between the City's emergency planning activities and the projects' plans, and to provide for building occupants in the event of an emergency. The projects' plans would be reviewed by the Office of Emergency Services and implemented by building management insofar as feasible before issuance of final building permits by the Department of Public Works.

2. The project sponsor would require the general contractor to sprinkle demolition sites with water continually during demolition activity; sprinkle unpaved construction areas with water at least twice per day to reduce dust generation by about 50%; cover stockpiles of soil, sand, and other such material; cover trucks hauling debris, soil, sand, or other such material; and sweep streets surrounding demolition and construction sites at least once a day to reduce TSP emissions. The project sponsor would require the general contractor to maintain and operate construction equipment so as to minimize exhaust emissions of TSP and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs (to reduce emissions) for equipment that would be in frequent use for much of the construction period.

3. Detailed foundation and structural design studies would be conducted for the buildings by California-licensed structural engineers and geotechnical consultants. The project sponsors would follow the recommendations of these studies during the final design, excavation, and construction of the project.

4. If dewatering were necessary, any groundwater pumped from the sites would be retained in a holding tank to allow suspended particles to settle, if this is found necessary by the Industrial Waste Division of the Department of Public Works, to reduce the amount of sediment entering the storm drain/sewer lines. Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the soils

report would contain a determination as to whether or not a lateral and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. Groundwater observation wells would be installed to monitor the level of the water table and other instruments would be used to monitor potential settlement and subsidence. If, in the judgement of the Special Inspector, unacceptable subsidence were to occur during construction, groundwater recharge would be used to halt the settlement. The project sponsor would delay construction if necessary. Costs for the survey and any necessary repairs to service under the street would be borne by the project sponsor.

E. ALTERNATIVES

Alternatives to the proposed projects include the following:

1. No Project: The sites would remain in their existing conditions with all existing buildings remaining.

2. Only One Project:

   a. Only the proposed Super 8 Hotel would be built, as proposed, with the Clarion Hotel project site remaining in its existing condition.

   b. Only the proposed Clarion Hotel would be built, as proposed, with the Super 8 Hotel project site remaining in its existing condition.

3. Reduced Parking Alternatives: Each project would be built, as proposed, but would include only Code required off-street parking.

4. Different Use Alternatives: There would be five variants for this alternative, consisting of:

   a. Variant 1: Super 8 Hotel site built as retail/office uses; Clarion Hotel as proposed.

b. Variant 2: Super 8 Hotel site built as retail/housing uses; Clarion Hotel as proposed.

c. Variant 3: Super 8 Hotel as proposed; Clarion Hotel site built as retail/office use.

d. Variant 4: Super 8 Hotel site built as retail/office use; Clarion Hotel site built as retail/office uses.

e. Variant 5: Super 8 Hotel site built as retail/housing use; Clarion Hotel site built as retail/office uses.

5. Historic Preservation Alternative: The Super 8 Hotel would be built as proposed; the Clarion Hotel would be built incorporating preservation of the Musto Building.

These alternatives will be more fully described and analyzed in the EIR.

F. MANDATORY FINDINGS OF SIGNIFICANCE

	Yes	No	Discussed
1. Do the projects have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	___	X	___
2. Do the projects have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	___	X	___
3. Do the projects have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	X	___	___
4. Would the projects cause substantial adverse effects on human beings, either directly or indirectly?	___	X	___
5. Is there a serious public controversy concerning the possible environmental effect of the projects?	___	X	___

G. ON THE BASIS OF THIS INITIAL STUDY

___ I find the proposed projects COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

___ I find that although the proposed projects could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers __, in the discussion have been included as part of the proposed projects. A NEGATIVE DECLARATION will be prepared.

_X_ I find that the proposed projects MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Barbara W. Sahm

Barbara W. Sahm
Environmental Review Officer for
Dean L. Macris
Director of Planning

Date: 10/16/86

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California Arch. Site Inventory
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Association of Bay Area Governments

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CITY AND COUNTY OF SAN FRANCISCO

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Public Utilities Commission

Public Utilities Commission
Bureau Services

Public Utilities Commission
Energy Conservation

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Mechanical Engineering Division

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San Francisco Real Estate Dept.

San Francisco Water Department

MEDIA

Associated Press

KPOO - FM

San Francisco Bay Guardian

San Francisco Business Journal

San Francisco Chronicle

San Francisco Examiner

San Francisco Progress

The Sun Reporter

Tenderloin Times

LIBRARIES

San Francisco Public Library

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EPA Library

Hastings College of the Law Library

Inst. of Govt. Studies

San Francisco State University

Jonsson Library of Govt. Documents
Stanford University

GROUPS & INDIVIDUALS

American Institute of Architects

John Bardis

Alice Suet Yee Barkley

Peter Bass

Bay Area Council

GROUPS & INDIVIDUALS (continued)

Albert Beck

Bendix Environmental Research, Inc.

Tony Blaczek

Bernard Bloesch

Bruce Breitman

Georgia Brittan

Brobeck, Phleger, Harrison

Michael Buck

Dale Carlson

Charter Commercial Brokerage

Chickering & Gregory

Coalition for SF Neighborhoods

Joseph Cortiz

Dan Cressman

Cushman Wakefield (2)

Calvin Dare

Alex Diamondidis

James S. Dielschneider

DKS Associates

RB International Services

Downtown Association

Blayney-Dyett

Environmental Planning & Research

Environmental Science Associates

Farella, Braun & Martel

Fisherman's Wharf Merchant's Association

Suzanne Forman

Friends of the Earth

Heritage

Gensler & Associates

Charles Gill

Goldfarb & Litman

Annette Granucci

Gary Green

Gruen,Gruen+Associates

Peter Healy

Valerie Hersey

Sue Hestor

Tina Hogan

Leonard Iffla

Vincent Ippolito

Kaplan/McLaughlin/Diaz

Paul Kuster, Ramada Inns

Lee & Fan Architects & Planners, Inc.

Carol Lester

Olive Lewis

Marathon U.S. Realties, Inc.

Larry Mansbach

Bruce Marshall

GROUPS & INDIVIDUALS (continued)

Cliff Miller

George Myers & Associates

Louise Nichols

Nob Hill Neighbors

North Beach Neighbors

Daj Oberg

Page, Anderson & Turnbull

Perini Corp.

Pillsbury, Madison & Sutro

Planning Analysis & Dev.

Mrs. G. Bland Platt

Mr. Gene Pollard

Neville Price & Associates

David Prowler

Bruce Raful

Research & Decisions Corp.

Bob Rhine

David Rhoades & Associates

Royal Lepage

Russian Hill Neighbors

SFRG

SF Bldg. & Const. Trades Council

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Richard Seeley & Co.

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Sierra Club

Skidmore, Owings & Merrill

Robert Snook

Mark R. Solit

Kenneth T. Sproul

Square One Film & Video

Doug Stevens

Robert S. Tandler

Telegraph Hill Dwellers

Telegraph Hill Neighborhood

Telegraph Hill Survival Association

Rod Teter

Timothy Tosta, Tosta & Browning Law Corp.

Jerry Tone

Jon Twichell Associates

Ted Van Egri

Kathy Van Velsor

Stephen Weicker

Calvin Welch

Eunice Willette

Whisler-Patri

Bethea Wilson & Associates

ADJACENT PROPERTY OWNERS

(Super 8 Hotel)

Ramier Investment Co.
c/o Cost Plus

Cost Plus Inc.

Barbara C. Baer

Cypress Inc.

Bernard P. Bloesch

Perry Violet, Mildred Grandlund

Colwell Mortgage Trust Land
c/o Sheraton Fisherman's Wharf

SF Bay Area Longshoreman's Assn.

John Hancock Mutual Life Ins. Co.
c/o North Point Investors

(Clarion)

SF Bay Area Longshoreman's Assn.

Southern Pacific Transportation Co.

Harrigan Weidenmuller
c/o James Fowler

Hubert & Hilda Tsang
c/o Cathay Realty

Ramada Hotel Operating Co.
c/o G. Heninger - Dept. Appraisals

Richard Simpson

Terner Foundation - Property Taxes
c/o Union Oil Co. of Calif.

San Francisco Housing Authority